



## Official and Classified ADVERTISEMENTS

Continued from Page 23

WHEN ORDERING GOODS ADVERTISED IN OUR CLASSIFIED COLUMNS WE ASK OUR READERS NOT TO SEND MONEY IN ADVANCE BUT TO PAY CASH ON DELIVERY.

BILL BARBER,  
ADVERTISEMENT MANAGER

### OFFICIAL AND PUBLIC NOTICES

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The line trenching vessel "Jet Barge IV" commenced operations on St. Fergus to Brant Field Gasline on 22 July, 1978.

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The 'Bar 316' will commence operations in position 58 DEG 32' 04" north 01 DEG 02' 11" west and continue trenching in a shoreward direction for a distance of 23KM. The 'Bar 316' lies to six anchors and these anchors may be deployed to a distance of 3000M from the barge.

The barge "CREEK" commenced trenching on the FLAGS line on 26th August 1978. The "CREEK" will be engaged in trenching operations on this line from the offshore. The barge lays eight anchors running up to 1000M from the barge. The anchor handling tugs "ELISKA THERIOT" and "TOYO ALLARIO" are in attendance on the "CREEK".

The anchor handling vessels 'Mr Darby' and 'Mr Matt' will be in attendance on 'Bar 316'.



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#### OFFICIAL NOTICE

Proposal to change a ship's name

We George Colin of 27 Iona Avenue, Peterhead, Peterhead, Managing Director of Richard Irwin and Sons Limited of 8 Bridge Street, Peterhead, owners of the fishing boat "Duo Vella d.m." of Aberdeen, of total number 20254, of gross tonnage 350, 14 tons, of registered tonnage 108 1/2 tons, previously owned by Richard Irwin and Sons Limited, of 8 Bridge Street, Peterhead, proposes to change her name to "Duo Vella d.m." and to register her at Peterhead. Any objections must be sent to the Registrar General of Shipping and Seamen, Mansfield Road, Cardiff, CF1 1AA, within seven days of the appearance of this advertisement. Signed the 28th day of August, 1978. George Colin, Peterhead, Managing Director of Richard Irwin and Sons Limited.

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WANTED creel boat, 26/30ft., approx. strongly built, suitable for single handed working, preferably west coast of Scotland. Box No. 806.

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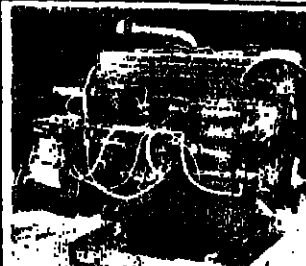
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# fishing news

September 15, 1978

No. 3396

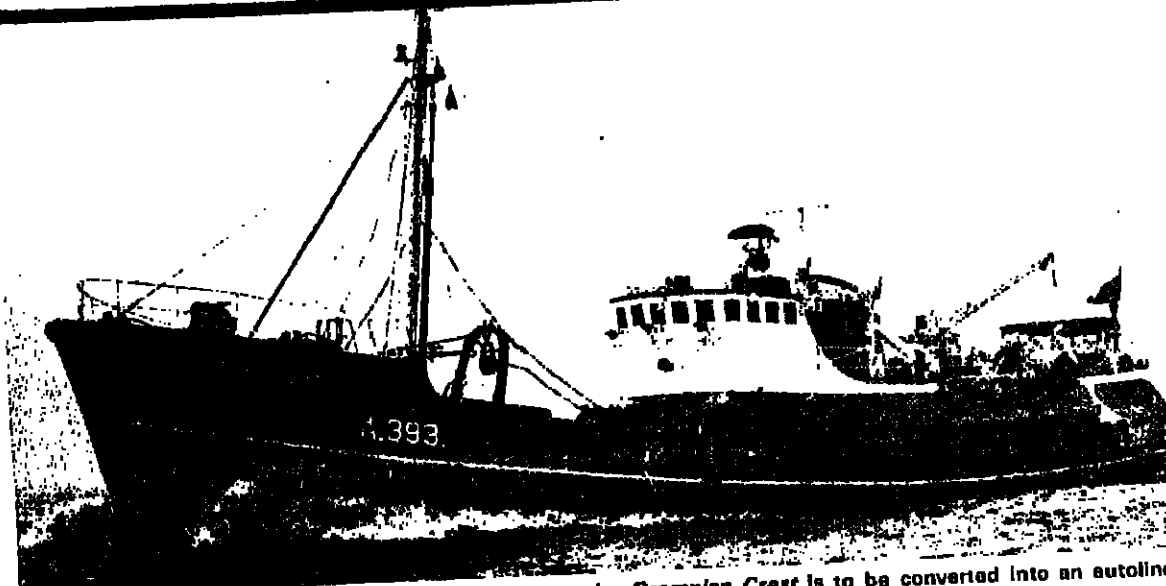
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## Consortium converts Aberdeen trawler

# SCOTS GO FOR SECOND AUTOLINER



Built in 1960 by Richard Dunston, the ex-Aberdeen trawler *Grampian Crest* is to be converted into an autoliner.

A SCOTTISH consortium is having the 115 ft. Aberdeen trawler *Grampian Crest* converted to the Norwegian Mustad autoline system. It will use her to supply the new factory due to start up this month at Breaslette, Isle of Lewis.

The Highlands and Islands Development Board is backing the venture, which will be run by the Breaslette Fishing Company Ltd. with a share capital of £100,000.

There are four partners in the consortium: Alex Anderson and George Barclay, line skippers from Anstruther; George Craig and Sons Ltd., the Aberdeen trawling company and present owner of *Grampian Crest*; and Lewis Stokkink (see panel).

The Wood Group is converting *Grampian Crest*, installing the Mustad system. This work should be completed by October when the ship will begin to help supply the Breaslette factory. She is the second vessel to be converted to autolining in Scotland with the help of the H.I.D.B. The 114 ft. *Anni*

system installed in Norway. She will also supply the factory.

At 48, "Eck" Anderson is one of the youngest of the East Fife skippers brought up in the tradition of manual longlining. George Barclay is well known in both trawl and line fishing in Scotland.

Only five Scottish vessels, mainly in the hands of Fife owners and operating out of Aberdeen, continue to fish by traditional longline methods.

Skippers Anderson and Barclay became convinced of the potential of the autoline system after assessing it in Norwegian vessels. These have been particularly successful this year in waters west of the Hebrides.

The third partner, George Craig and Sons, although mainly trawling and in oil support, has family connections with longline fishermen from the east coast who will provide most of the crew for *Grampian Crest*. She will carry eight men.

Island fishermen interested in learning the new technique will be able to join the crew as trainees.

## Boston trawling to quit Grimsby

BOSTON Deep Sea Fisheries is to stop trawling from Grimsby at the end of 1978, ending a trawling association with the port going back 50 years.

The decision to close was made "reluctantly" because of "reduced fishing opportunities on traditional distant water grounds."

This year by Boston's Grimsby-based ships have proved totally uneconomic in distant and home waters. Boston says it cannot allow the operating losses that have resulted to continue without endangering the

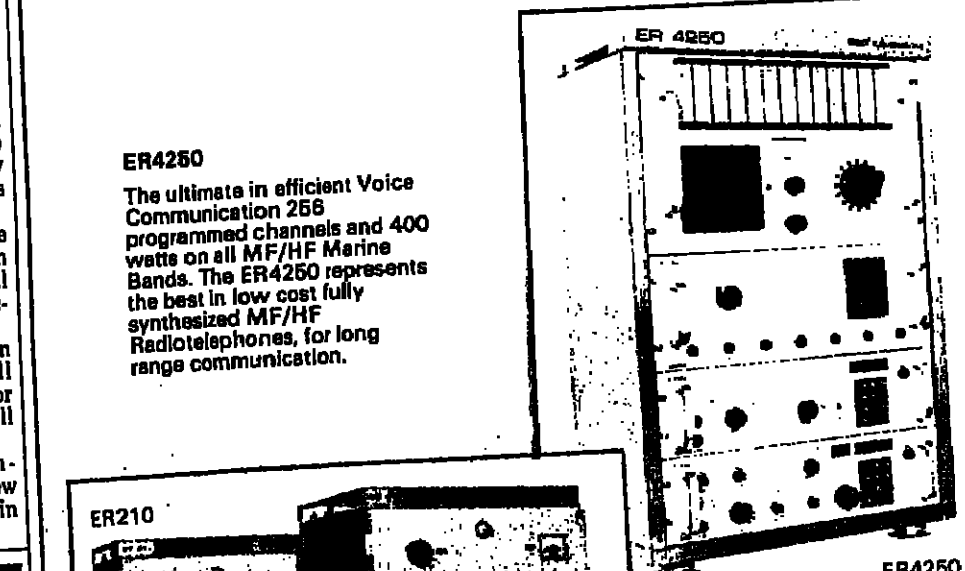
rest of the company. In 1976, Boston operated 11 trawlers from Grimsby. These were all side trawlers, with the exception of *Boston Halifax*. Three have since been scrapped, four are laid-up and four are still operating.

Of these four, one has already been converted for oil rig work and two others are to be converted over the next six months.

*Boston Halifax* is to move to Fleetwood. She will continue home-water fishing, and may pair trawl next summer.

Although the company will maintain an agency office in Grimsby, the decision to stop trawling will mean redundancies.

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# GRIMSBY COD TOPS £90

QUAYSIDE market prices for best quality North Sea shelf cod soared to well over £80 per ten-stone kit at Grimsby last week as bad weather on the fishing grounds cut back supplies to half the normal quantity for this time of the year.

A number of merchants admitted they had paid over £90 per kit, especially at the beginning of the week when fish was very scarce, and a spokesman for one firm of merchants said their buyer had been forced up to £93.

"We needed fish for a very special customer — it was as simple as that. Obviously, we lost a lot of money on the deal, but when the cod only made up part of a very large weekly order the loss was absorbed by the profits from the other fish."

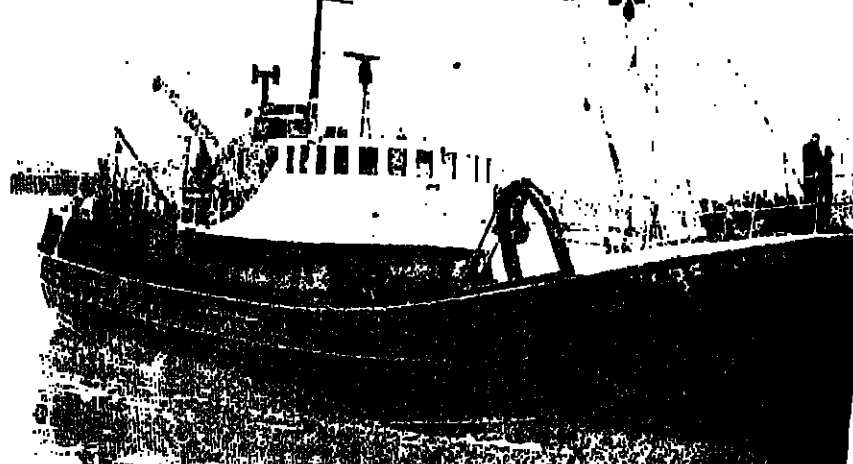
With supplies well below 20,000 kits, the worst situation since Easter, there were fears that the port was having a foretaste of the shortfall in fish supplies expected during the winter ahead.

Without a solitary distant-water landing and with only eight local middle-water and North Sea trips, the onus on landings again rested with the port's fleets of anchor-seiners and pair trawlers.

However, most of these vessels had been through rough weather and among the anchor-seiners landings of more than 200 kits were the exception rather than the rule for the first time in months. On such short markets there was a big upward surge in prices and it was this factor which maintained grossings.

For the third week running it was a pair trawling team which took what honours there were, out-grossing all the traditional trawlers. This time it was United's *Ellen*, under Skipper Allan Thinnesen, and *Melissa Louise* (Skipper 'Cocker' Russell) which headed the list with a combined grossing of £82,874 from 952 kits after a 14-day North Sea trip on cod.

Not far in arrears was the John R. team *Ann Charlotte* (Skipper Bob Collins) and *Sonia Jane* (Skipper David Buley), which made £27,727 from 808 kits after just 10 days. Even Danbrit's *Green Valley* (Skipper Roger Younger) and *Geiser* (Skipper Mike Clark), with £19,969 from 540 kits of cod and codling, out-fished and out-grossed the trawlers from third spot in the weekly pairing league.



A good week for the new 106 ft. trawler *Loveden*. She made a new earnings record at Grimsby.

Top local trawling grossing came from Lindsey Trawlers' 117 ft. *Lemberg* (Skipper Albert Wright) which followed up her last trip, then a company record of £18,098 from 549 kits, including 25 of haddock, 105 of cod and codling, 165 of plaice, 27 of lemons and 210 of dogs, made in just 13 days.

It turned out to be a big week for Lindsey with *Loveden* (Skipper George Ireland) notching up a port grossing record of £15,726 for a 106-foot vessel from 478 kits, including a fine show of flats and prime, after 12 days, and *Tom Grant* (Skipper Bob Sinclair) chipping in with her second-best trip of the year, worth £13,907 from 482 kits in 12 days.

BUT had only *Ross Jackal* (Skipper 'Paddy' McCarthy) landing and she grossed £15,896 from a mixed bag of 800 kits. Top trip from the four H. L. Taylor landings was *Yesso* (Skipper Peter Brown) with £14,809 from 396 kits, mostly cod and coley, after 15 days to the Faroes.

However, Taylor's *Hondo* ended another 15-day North Sea/Westerly trip with only £6,511 from 204 kits — a nightmare the firm could have done without.

Of six Belgian beamers to visit Grimsby, the Hamling-acted *Atlas* (Z 106) (Skipper Hubert Mayers) produced a big catch of flats in her 512 kits, and made the top grossing of £20,166.

## Mission Canada

GRAMPAN Regional Council through its Industrial Development Department is planning a British industry trade mission to Nova Scotia and Newfoundland next year.

The visit, which will be from March 24 to April 1, will be the full support of the Overseas Trade Board mission grant will be available to members of the board.

Membership is open to firms making fish products, processing or marine equipment, to makers of fishing plant, and those interested in advanced fish technology and associated with spare trawler capacity.

Group travel will be down costs of the trip, but on current prices, may be about £300.

According to NESDA, a British Consulate in Halifax, Nova Scotia, along with the Department of Fisheries, both Nova Scotia and Newfoundland, "are keen on the project and already begun arrangements to receive the mission."

Interested companies got further information from James A. Dimes, Development Officer, NESDA, 67 Queens Road, Aberdeen AB1 6VP, or Aberdeen 321211. NESDA. Telex 738911 Gregco).

# TRAWLERS GO MINESWEEPING!

TWO of Lowestoft's most modern trawlers, the *Small* and *Company-owned Suffolk Harvester* and *Suffolk Monarch*, are being converted for use by the Admiralty.

Conversion work has already started and, said a spokesman for *Small* and *Company*, would probably be completed by November 1 when the two vessels would be handed over on a two-year charter to the Admiralty for minesweeping trials.

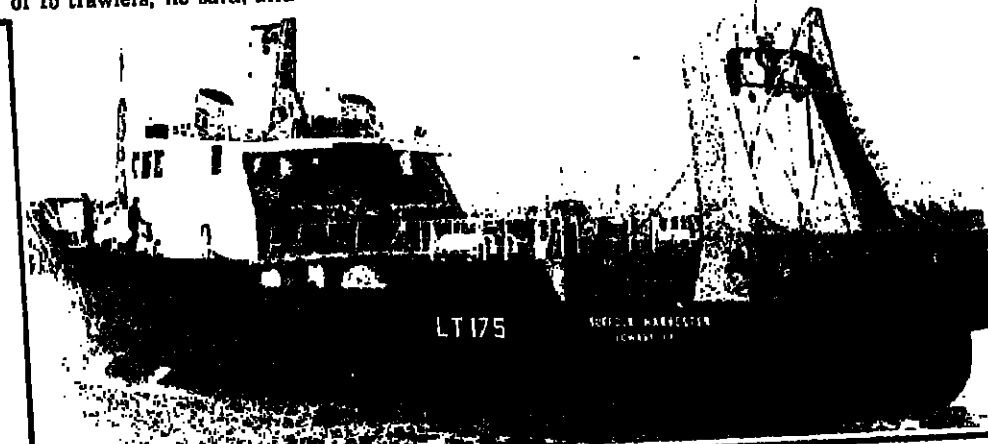
An Admiralty spokesman said this was a "normal procedure" to find out whether modern trawlers could carry out a role performed by them in any war or national emergency. "We think these two particular vessels will be ideal for that role. They have fine sea-keeping qualities and have operated under all sorts of conditions."

*Harvester* and *Monarch*, built only five years ago at the Fairmile yard on the Thames, are 130ft. long and equipped with twin 1,000hp engines giving them a speed of about 14 knots. They also have variable-pitch propellers, bow thrusters and Kort nozzles, which make them highly manoeuvrable.

Mr Tim Spurrier, a director of the *Small* and *Company* group's parent board, said the transfer of the two stern trawlers certainly did not mean that *Small* and *Company* was running down its fishing operations. The firm now had a fleet of 16 trawlers, he said, and had just ordered a 33-metre stern trawler from Richards Shipbuilders of Lowestoft.

The 15 trawlers included four stern vessels, two of which were going on Admiralty work, while *Suffolk Conquest* was fishing and the fourth, *Suffolk Warrior*, was on rig standby work. The new trawler will be built at Richards' South-

town yard, Gorleston, and is due for delivery in about 12 months' time. It is being designed for all-round fishing, including mackerel, herring sprats and other species. It will be equipped with refrigerated saltwater tanks. *Suffolk Harvester* — to be converted for use by the Admiralty along with *Suffolk Monarch*.



## We will watch mackerel, says Minister

MINISTRY officials are consulting fishing industry representatives this month to discuss arrangements for the south-west mackerel fishery, Ted Bishop, Minister of State, has told John Nott, MP for St Ives.

In a letter about the new mackerel licence and quotas, he said the Ministry of Fisheries would be keeping the level of catches under review. "If necessary, further action will be taken to ensure the orderly continuation of the fishery during the year as a whole."

Last month it was announced that the permitted daily catch of mackerel which could be taken by British fishing vessels was being raised from 3½ to 5 tonnes per crew member a day.

"This increase follows advice from international scientists that the total allowable catch for Western mackerel should be increased to 450,000 tonnes in 1978," Mr Bishop added.

The western stock is fished by UK fishermen off the west coast of Scotland and the West of Scotland and the last year, despite the increase in the UK catch, the

reported international catch of the stock at 315,000 tonnes was markedly lower than in the two previous years, partly because of the exclusion of Soviet fishing from UK waters.

Explaining how the scientific assessment of the stock was reached, Mr Bishop told Mr Nott that the scientists used two completely independent methods of stock size assessment in arriving at their recommendation for the fishery.

"Under the first method, fishing mortalities were calculated on the basis of the return rates of tagged mackerel, and these rates were applied to the international total catch to arrive at a stock size."

"Under the second method, the stock size was obtained from an estimate of the size of the spawning stock derived from mackerel egg counts in plankton samples."

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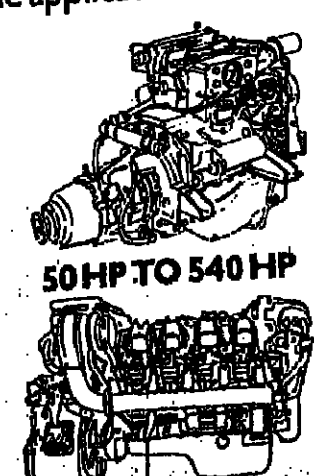
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## Dutchmen find an EEC loophole

GRIMSBY fishing vessel owners are pressing John Silkin, Agriculture and Fisheries Minister, to plug a huge loophole in the Common Fisheries Policy which they fear could lead to queues of foreign vessels using up British catch quotas, quite legally once their own are exhausted.

This new problem emerged when it was disclosed (*Fishing News*, September 8) that the former Dutch beam trawler *Brittania*, transferred recently to the British flag and registered as a Grimsby vessel (GY 243), had not been fishing before the switch because of exhausted Dutch quotas.

As a consequence her Dutch owners had received generous financial compensation from their government.

**Solution**

A special meeting of the Grimsby owners on Tuesday failed to provide a solution which would prevent more laid-up Continental tonnage from following suit.

Indeed, it was reported that one Grimsby agency had 12 Belgians waiting to see if *Brittania* encountered any problems following her transfer, and other laid-up vessels from France, Denmark and Holland were said to be poised to register under the British flag to exploit the loophole.

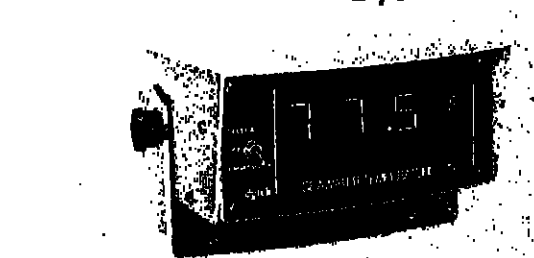
After the meeting a spokesman told *Fishing News*: "It is a very complicated situation. We cannot

fault the procedure of registry of *Brittania* as British. "Her agents have done everything above board with the authorities, and she is currently registered as a Grimsby fishing vessel, and therefore presumably entitled to a share of British fishing quotas. We are contacting Mr Silkin urgently for guidance, and hope he will take immediate steps to block the

Federation is quoted as saying that it views the situation with concern. There had been rumours that Norwegians and Danes might set up companies in the West Country to get at British mackerel.

The federation is worried about the threat to the fishing industry caused by EEC policy on free transfer of capital and labour.

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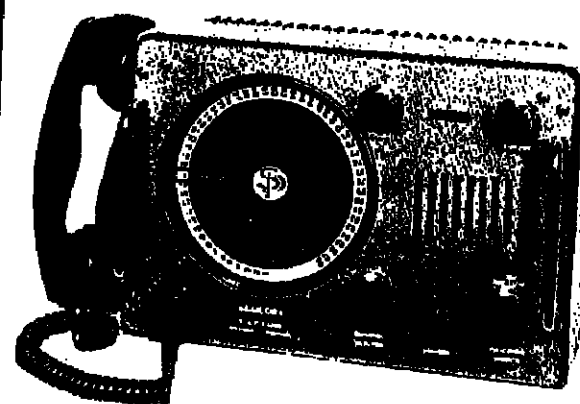
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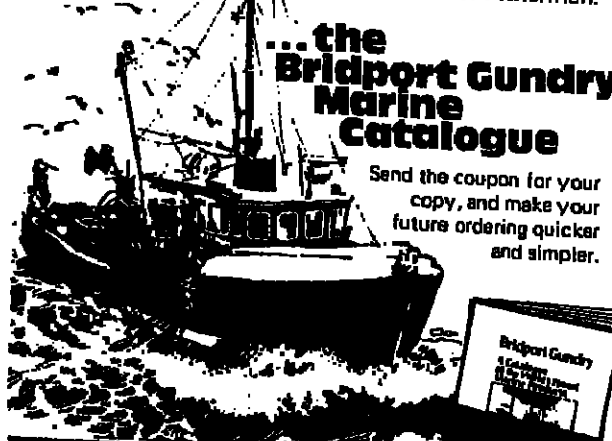
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# STERN TRAWLERS ON TOP



# North Sea 'no' for herring longshoremen

THE GOVERNMENT is standing firm on its ban against any herring fishing in the North Sea and has turned down a request by the National Federation of Fishermen's Organisations for a limited resumption of a drift net herring fishery.

The news came as a blow to Lowestoft longshoremen, who had initiated the federation's request, and they reacted swiftly by announcing that the Lowestoft fleet would put to sea if any other EEC fishermen were allowed to go for North Sea herring this year.

In presenting the plea for a limited resumption by the longshoremen the federation made three important arguments to the Ministry of Fisheries. First, it pointed out

that as the Dutch and French were permitted some North Sea herring fishing in 1977 the ban on British boats was unfair, especially as most of the herring was in UK waters. Justice might have been restored if British vessels had been allowed to catch herring, even in very restricted quantities, in 1978, it said.

Second, the federation was asking for a resumption of a limited drift net fishery on methods of taking herring. It considers it would be difficult to conceive a method of fishing which allows more fish to escape capture.

The longshoremen work fairly close to the shore and their nets, suspended to a depth of only about 18ft., have wide meshes which ensure that all immature fish pass through.

Finally, the federation said that a good deal of the

hardship caused by the over-fishing of white fish stocks could be alleviated if some of the small vessels could recommence a limited herring fishery.

Turning down the application, the Minister, John Silkin, said he had considerable sympathy for the longshoremen's plight. Nevertheless, because of the implications of a limited resumption of herring fishing as it affected the Government's conservation policy and for the UK's negotiating position within the Common Market, the request for an immediate relaxation has been rejected.

"We have had nothing but delaying tactics from the Government over this," said Mr H. W. Beales, chairman of Lowestoft Inshore Fishermen's Association.

"Last year, other EEC members got dispensation for herring fishing, but not us."

# MILFORD CO-OP CALL

MILFORD HAVEN'S ailing fishing industry is to be the subject of studies by the White Fish Authority and the Fisheries Organisation Ltd. who are to report back to Alec Jones, Parliamentary Under-Secretary at the Welsh Office. He will then decide whether any action will be taken.

Mr Jones was at Haverfordwest last week to receive from Pembrokeshire Labour Party's industrial sub-committee a hard-hitting report on the plight of the unemployed in the county. The report includes a seven-point plan for the revival of the fishing industry in which a key proposal is the formation of a co-operative.

The report states: "It is with regret that we have to dismiss the present trawler owners as unsuitable candidates for spearheading the revival. They have had opportunity upon opportunity over decades to do so."

"As the townspeople will tell you, most of the money earned for the industry by trawlermen is risked and often lost by investment in atrocious conditions did not get re-invested as it should have done in the industry."

Our proposals are for a completely new framework for the industry as far as the Milford Haven is concerned, but we hope also that new, much-needed guidelines for the industry nationally will soon be forthcoming — in that the present system of fishing encourages the taking of as much fish as possible to maximise the short-term financial gains of the owners of the fleets, without consideration for future fish stocks and in some cases men's lives.

## Priority

"It is clear that if the fishing industry is to survive, its first priority must be to conserve fish stocks, harvesting only that which can be replenished. Huge 'vacuum cleaners' must be banned and fishermen with a vested interest in preserving their industry given more to say in the type of boats used."

A co-operative system run by the fishermen themselves would appear to be a vastly superior method of running the fishing industry, the report says. Ideally, there should be a co-operative in each major port, with each port working its own areas."

THE TOP four trawlers Lowestoft last week were stern trawlers, headed, of course, by the record-breaking trip by the Group's St. Patrick, who was briefly reported in last week's *Fishing News*.

The St. Patrick's home from a 10-day trip the North Sea grounds, the Terry Martin, in time for Tuesday's market with a kit catch mainly of plaice which sold for £20.75.

This was a record gross for a Lowestoft trawler, beating the £20,246 net from a landing at Grimsby's Talliesman's Ripley Quay on February 16 — and also the the Lowestoft landing net set up by sister ship, the St. Patrick, when she grossed £18,717 last October.

St. Patrick was the second-biggest earner vessel at the port last week with a grossing of £17,817 from a 504-kit catch landed on Wednesday after a 12-day trip under Skipper S. Jones.

Third place went to Talliesman's *Bunby* (Skipper Colin Craig), who landed a 360-kit catch on Thursday after 12 days, the catch selling for £14,688.

Boston Group's *Sea Dart* (Skipper A. Gault) which on Tuesday landed a 403-kit catch after a 12-day trip, made £13,256 at the sales.

Fifth and sixth places went to two side trawlers. Colne's *Huddersfield Town* (Skipper John Peck) was fifth with a £12,600 grossing from a 403-kit catch, put ashore on Monday after a 13-day trip. And Talliesman's *Oulton* (Skipper Allen Hutchings) grossed £12,287 from 318 kits landed on Friday after 12 days at sea.

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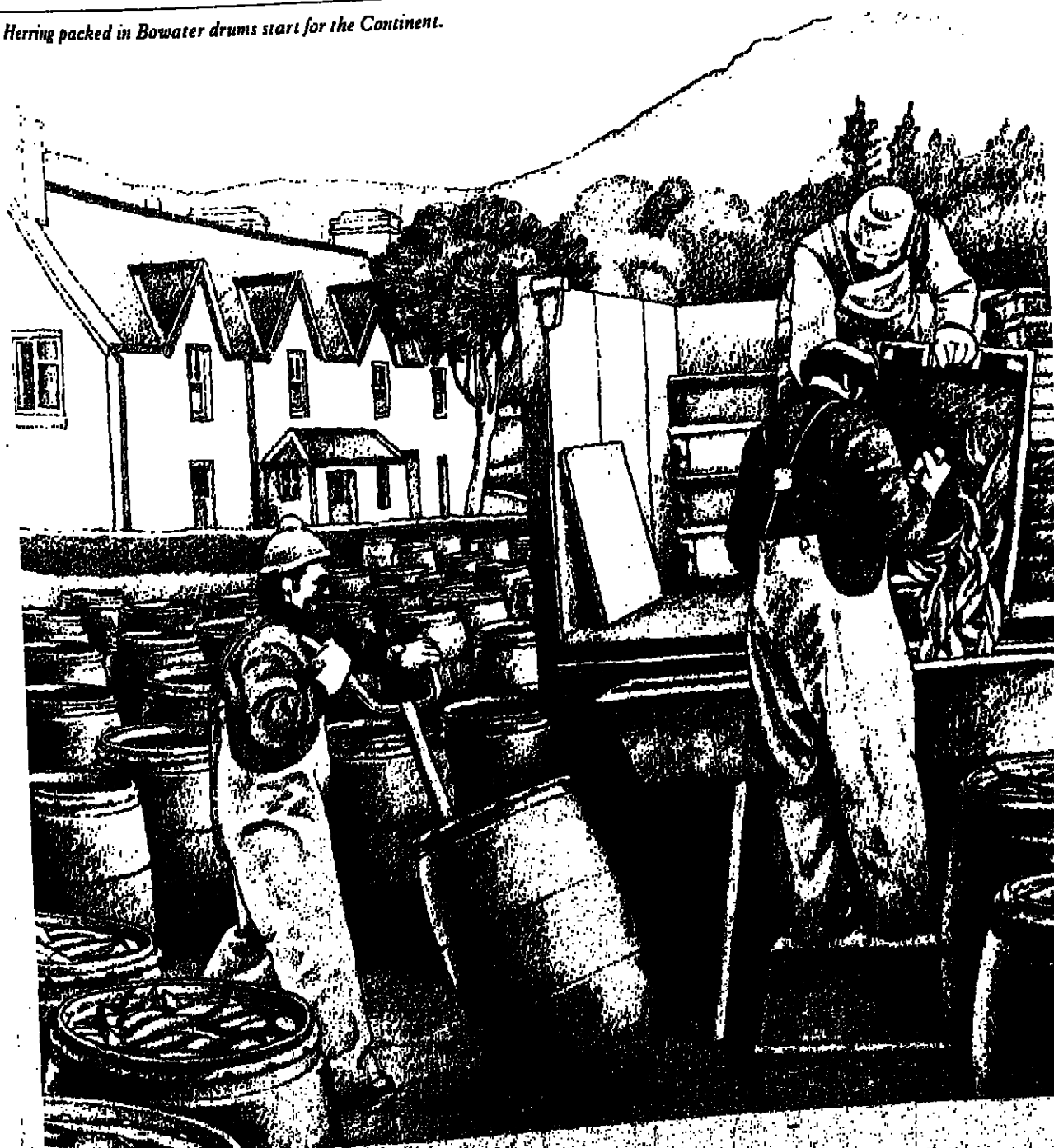
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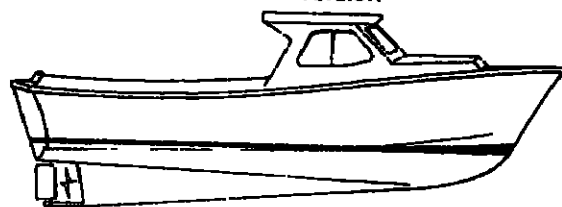
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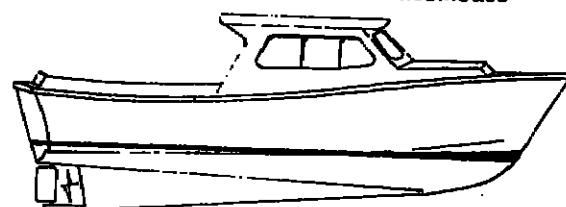
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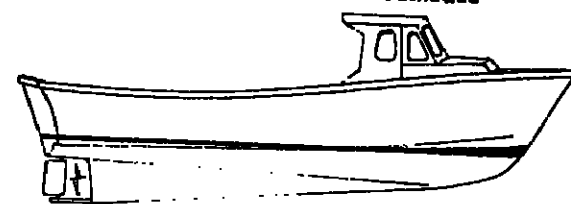
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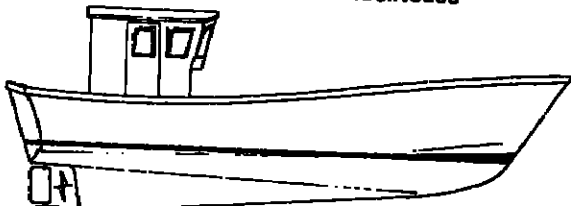
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# TWO LANDINGS —£234,000

WET FISH grossings from Icelandic vessels landing at Hull ran into six figures twice last week. The two vessels which achieved this were the Engey and the Ingolfur Anarson.

## Brettell changes company

SKIPPER Bill Brettell has changed companies at the age of 47. Commanding the Newington side trawler *Somerset Maugham*, Skipper Brettell was five times winner of the Silver Cod trophy in the 1960s. He then transferred to the Newington wet fish stern trawlers *Hammond Innes* and *C. S. Forester*, both of which were consistent top performers in the Hull fleet.

Now *Somerset Maugham* has been laid up and *Hammond Innes* has gone off to Canada. Skipper Brettell has been sharing command of *C. S. Forester* with Skipper Dick Taylor on a trip trips on, two trips off basis.

He has now joined J. Marr and Son and has taken command of the freezer *Marbella*, which has returned to fishing after six months on oil survey work.

## Silkin at Torry

JOHN SILKIN, Minister of Agriculture, Fisheries and Food, is visiting Aberdeen today to see the work of the Ministry's Fisheries Research Station at Torry, and to talk to representatives of the fishing industry.

He is meeting representatives of the Scottish Fishing Federation and the British Fishing Federation and having talks with the unions and with the Skippers and Mates Association.

Also today, Gregor MacKenzie, Minister of State at the Scottish Office with special responsibility for industry, is visiting Campbeltown to tour factories and the shipyard.

## HERRING 'NIGHT'

AN OLD form of Scottish hospitality was revived at Stirling University last week when a "Hanselling Night" event was organised by the Herring Industry Board as a prelude to the Institute of Public Relations Local Government Group's annual weekend school.

It began with a ceremonial "piping-in" of the party of more than 120 leading public relations officials, representing practically every local authority district and region in the UK.

Then the guests were served with a buffet supper of Scottish foods and drink.

The following firm supplied the menu: W. A. Baxter & Sons Ltd., Forth; the North of Scotland Milk Marketing Board; Simmers Ltd., Hutton; and Wm. Grant & Sons (Standard) Ltd.

The week opened with the *Ingolfur Anarson* making £120,478 for 3,359 kits at the Monday and Tuesday sales and it closed with the *Engey* realising a total of £113,448 at the Thursday and Friday auctions for 3,307 kits.

Huge though the *Engey's* grossing was, it fell £2,032 below her previous Hull best. Earlier this year she set up a European record at Hull by making £121,480 for 4,400 kits.

Her latest smaller discharge and average price for them per 10 stone kit comprised: 2,270 kits of cod (£35.40); 344 of codling (£31.84); 337 of haddock (large £41.11, small £39.97); two of plaice (£37.75); two of halibut (£46); 247 of redfish (£24.47); 30 of rockfish (£23.35); seven of ling (£24.14) and 268 kits of coley (£21.62).

Before the *Engey's* arrival only six wet fishing vessels had discharged at Hull during a fortnight spell. Within that period all such arrivals, with the exception of Newington's *C. S. Forester*, were Icelandic vessels for which the Boyd Line were port agents.

### Limited

The port was without any Monday fresher landings, either British or foreign, and although there were overland arrivals that day from inshore ports, bad weather limited the total to about 1,070 boxes.

On Wednesday the Icelandic trawler *Junli*, for which Boston Deep Sea Fisheries were port agents, landed a turnout of 2,456 kits which made £84,146.

## FAROE VESSEL IS A TIGHT FIT



*Salbum*, (above) believed to be the biggest boat ever to berth in St. Monans harbour, Fifa, is being fitted out there by James N. Miller. The vessel, more than 100ft. long was built at McTay Marine's Bromborough yard, Merseyside, to an order from Torshavn in the Faroes.

## Kurd top free

Position	Vessel	Tonnes	Points
1 (3)	Kurd (BUT)	1208	17,104
2 (2)	Pict (BUT)	1123	16,337 Est
3 (1)	Arctic Freebooter (Boyd)	1197	16,198
4 (11)	Invincible (BUT)	994	14,516
5 (8)	Kirkella (Marr)	1027	14,484
6 (7)	Coriolanus (BUT)	1002	14,475
7 (6)	Ross Illustrious (BUT)	997	14,418
8 (4)	Roman (BUT)	1129	13,715 Est
9 (18)	Arctic Galtiard (Boyd)	2945	12,927
10 (5)	Kelt (BUT)	879	12,890
11 (17)	Dane (BUT)	901	12,475
12 (20)	Northella (Marr)	2046	12,141
13 (16)	Swanella (Marr)	828	11,864
14 (9)	Arctic Buccaneer (Boyd)	3554	11,742 Est
15 (12)	Southella (Marr)	2054	11,667
16 (14)	Rose Vanguard (BUT)	785	11,579
17 (10)	St. Benedict (Hamling)	9325	10,737
18 (22)	Princess Anne (Boston)	2227	10,552
19 (15)	St. Jerome (Hamling)	828	10,347 Est
20 (26)	Junella (Marr)	1640	10,250

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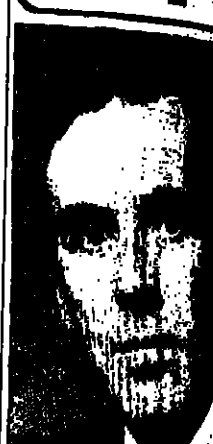
## ROYAL CATCH!



A 88-pound sturgeon, the Royal fish, was caught in the Thames estuary last week by the *Chalenger* trawling out of Burnham-on-Crouch. The crew took the fish to the Fisheries Laboratory at Burnham where it measured 5ft. 7in. long.

A spokesman for the laboratory said that was the first record they had of a sturgeon being taken in the Thames area, although a few fish are caught in Bristol waters each year. The largest recently taken, in 1955, was 11ft. long and weighed 142 lbs.

## People



JOHN WRIGHT (above) Bord Isaacson Mhara as head an expanded relations department at board as a result of an organisation of management.

In the re-shuffle Dr. R. Meaney takes over Mr. Wright's post of Fisheries Development Manager.

In a recent re-organisation at the Fish Authority a combined trade and publicity department has been set up with Mr. D. A. Woodcock as controller.

As deputy controller, Mr. Richard Murray will assume additional responsibility for the authority information services as also for those of the Herring Industry Board.

Mrs. H. J. Beave becomes advertising manager and Mr. Robert Mure continues as public relations officer. Regions and area officers of the authority will continue to be responsible to the controller.

This merger of the trade and information departments will enable the authority to offer the industry a more comprehensive and effective service in both fields.

## COMMENT

WHATEVER THE implications for the country, Mr. Callaghan's decision not to call for an election does at least have the benefit for the fishing industry that there will not be a change of minister. A cabinet shake-up at this late stage can be virtually ruled out.

Whether this is good news for Mr. Silkin remains to be seen, because shortly he could be facing a crisis-torn fishing industry this coming winter.

For years now we have been hearing that the only way to a secure fishing future would be through an overall scheme of fisheries management. At first it was expected that this would come through the EEC, but since it seems that decisions in Brussels are dictated by politics, these hopes now look misplaced.

What we have ended up with is a half-cock compromise; while the UK moves in with controls on some species, the EEC is busy putting up the level of fishing on others, i.e. mackerel. In a situation like this, somebody has got to lose out. Already there are fears for the future of some Scottish boats when the Manx herring season ends next week.

This problem of finding a place to fish has mainly been faced by the deepsea fleet; now it looks like catching up with the inshore sector. Mackerel still presents the only hope for taking up the slack among the fishing fleet, but already prices are dropping now the Scottish west coast season is under way. This looks a bad pointer for winter fishing off Cornwall.

If the winter proves to be as bleak as it looks now, there will be renewed claims for compensation from the Government—only this time inshoremen will be backing their deepsea colleagues.

No doubt the government will point out to any claimants that the EEC has a compensation fund for communities that are reliant on fishing. But there is little hope of getting aid of this sort from Brussels, where, it is now considered that unilateral action by the British government is the main cause for some of our fishermen going out of business.

## fishing news

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Assistant Editor: Ian Strutt  
Scottish correspondent: Gloria Wilson  
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FISHING NEWS

## NORWAY FISHING INDUSTRY WARNING...

# There are limits to growth, says PM

NORWAY'S Prime Minister, Odvar Nordli, has warned that there are limits to the future expansion of his country's big fishing industry.

Speaking at a Labour Party meeting at Kvalsund in Finnmark, he said the government's long-term programme for fisheries had been drawn up with four basic guidelines:

- Fisheries policy must be adapted to exploit the potential of marine resources.
- It must be developed in the light of its significance for certain areas of the country.
- People in fishing must be guaranteed incomes comparable with those in other industrial sectors.

● Catches must be so exploited that there is optimum coverage of the world's nutritional needs.

The most difficult task in the domestic fisheries policy, said Mr Nordli, was to ensure a balance between the fishing

fleet's capacity and production, and the available resources of fish.

Soon, the Norwegian government will appoint a committee to examine all aspects of its concessions policy in the fisheries.

## BERTHING PUSH

TALKS between the Guernsey Sea Fisheries Committee and the island's Board of Administration have been held with a view to solving fishermen's berthing and other problems.

As more and more fishing boats crowd into St. Peter Port, the troubles become more acute.

The harbour has the only safe deep water berths in the island and there is severe competition between the pleasure craft and commercial users.

Back in May the SFC formulated a long list of reasons why fishermen needed more facilities. Now they are pressing for action.

## Date for Svalbard meeting

NORWAY'S Law of the Sea Ministry is to be discontinued in the autumn.

It appears that the more important tasks assigned to it are now nearing completion.

A statement issued from the Prime Minister's Office made it quite clear, however, that the negotiations with the Soviet Union concerning the fisheries protection zone around Svalbard have to be concluded before the Ministry is terminated. A meeting with the Soviet Fisheries Minister, Mr. Iskov is planned for the middle of October.

It is likely that the present law Minister, Jens Evensen, will become a special legal adviser in the Ministry of Foreign Affairs when he resigns from the Government.

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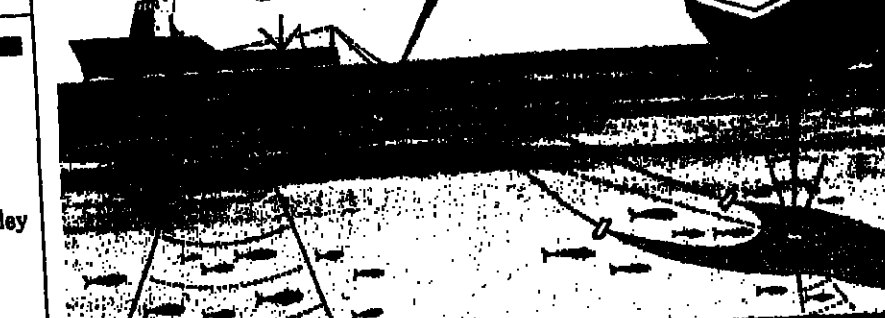
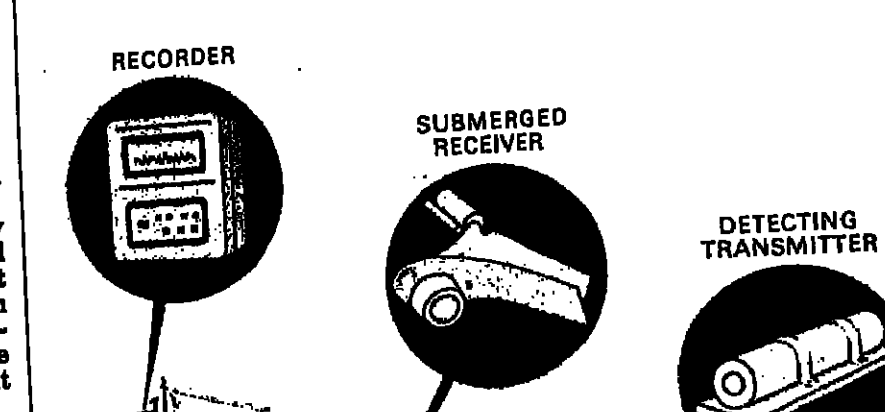
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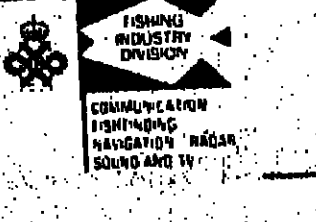
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**BACK TO FISHING**

**SMALL AND CO.** have applied to re-name their trawler *Tiberian*, recently purchased from the Coine Group, as *Suffolk Maid*. The 282-ton vessel is a sister ship of their *Suffolk Craftsman*. She is expected to return to fishing soon.

**London to get taste of US seafood**

US-BASED fish companies will feature strongly in a big two-day exhibition of American foods organised by the US Department of Agriculture and called *Food America '78*. The exhibition is being held at The Grosvenor House Hotel, London W1, on October 9 and 10.

Fish companies from the US exhibiting include: Fairco Inc. (canned shrimp); Superior Fish Company (cooked Florida lobster, lobster tails, Spanish mackerel fillets, dressed conch, red snapper fillet and frogs legs); Food America Exports (frozen oyster products, canned minced clams); Kennebec Fish Corporation (frozen herring fillets, frozen whiting, dog fish, skate wings, monk fish tails) and D.K. Paul and Company (frozen and smoked carp and carp fillets).

Tickets are available from the US Department of Agriculture, 47 Upper Grosvenor Street, London W1.

**FLEETWOOD RECORD SMASHED BY FIRST LANDING...**

FLEETWOOD'S port grossing was smashed last week by the 153ft. Icelandic stern trawler *Solbakur*. The vessel landed 2,032 kits — almost all of them top-quality cod — which sold for £69,709 and eclipsed the previous record of £58,000 made by the Fleetwood trawler *Fyldea*. *Solbakur*, which is based at Akureyri, was commanded by Skipper Stefan Aspar. It was thought to be her first landing in Britain.

On the previous day there was an entirely different story when two Icelandic vessels landed. The quality of their catches was well below par and about 150 kits from each vessel went for fishmeal. The *Oduljon* landed 751 kits, including 110 of cod, 180 of plaice, 320 of coley and 180 of coley which sold for £19,801 while the *Stigandi* had 449 kits, including 260 of cod and 200 of haddock, which sold for only £9,283.

Top local vessel was the stern trawler *Luneda*, commanded by Tony Barkworth. She spent most of her 15-day trip on the Rockall grounds and returned with 606 kits, including 35 of cod, 280 of haddock, 100 of coley and 20 of ling which sold for £17,883. She was followed by the stern trawler *Boston Striking*, commanded by Bill Bridge, which made £13,606 from 593 kits — 30 of cod, 300 of haddock, 120 of coley and 15 of dog.

**Grossing**

There was an improvement on the nearwater front with some good grossings being recorded. This was particularly true of the J. N. Ward trawler *Replenish*. Skipper John Rawcliffe brought the vessel in with 277 kits, including 23 of hake, 80 of cod, 30 of haddock, 35 of whiting, 85 of coley and 10 of roker, which sold for £10,232 — the biggest return for one of the firm's vessels for some time.

Also in the money was the Irish beam trawler *Maria Jacob*, which landed one of the biggest sole catches of the summer at the port. She had 40 kits of sole in addition to 80 of plaice, and her total catch sold for £7,903. It is believed that the vessel was at sea for only a week.

**LETTER**  
**Accident**  
**let's get**  
**the facts**  
**right!**

SIR, As a voluntary limited sea-going fisherman with some 20 years' experience in trawling, I venture to enter the debate on the controversy about accident and death rates in fishing vessels highlighted by the realistic approach of Dr W. T. Richards (Fishing News, Sept. 11, 1978).

In 1988-89 I volume period of extra-criticism of the accident proneness within the industry when, for example, certain London-based occupational health field day writing articles, *Guardian* and *World* and giving a presidential address to a prominent association without any association or correction.

I happened to meet a gentleman at the time who covered that he had been: suited medical officers in main fishing ports — had never seen a distant-water trawler or fishermen or managers about their experiences of accidents and deaths at sea.

By contrast, I can claim that, as a seafarer, taken trips on trawlers as far as 1928 and as late as 1980s and noticed the improvements in the precautions.

However, I would like to go back to Dr Richards's thesis. Let us look at the matter of facts and figures: accidents and deaths in fishing vessels in an objective way seek to remedy faults by light of experience rather than accept them as an 'inevitable' or as 'so fashionable to days, "go political" and to the employers for every day even if they are not rational. DR F. C. STOTT  
Cookham Dean, Berks.

**Lossie 'reel-winch' system in Grimsby seiner**

**LAST WEEK, we** briefly reported the installation of the Lossie Hydraulics combination unit of seine rope storage reels and winch in the Grimsby anchor-boat *Esme*. TOM WOOD describes the system.

and Lossie Hydraulics chief, Jimmy Allen.

Last winter, *Esme* was re-engined with the super-charged Kelvin TAS6 following satisfactory trials. She journeyed to Grangemouth for a major "face-lift" on deck.

This work has entailed the fabrication and fitting of a new steel main mast, repositioning of the existing Lossie power block, installation of Helmsman 200 Scan-Steering gear, installation of a Lossie gill-net hauler (*Esme* was already fitted with the Furuno FH-105 sonar), a small hydraulic anchor chain reel and winch unit.

The winch and reels were in fact displayed at the Catch '78 in Aberdeen, where the unit attracted great interest. It is custom-built to suit all sizes of fishing vessel from 40ft. upwards.

In *Esme* the drums, manufactured from mild steel tubing and weighing approximately five cwt each, have been fitted fore and aft amidships in a frame. Located between the drums are two 2.5 ton pull seine winches, or whipping drums.

Both seine winches have independent hydraulic control from the wheelhouse as do the rope drums which have a capacity on each reel for 24 coils of 2 1/2 in. seine rope to allow for turning the 12 coils of ropes off one reel and onto another before shooting, or when necessary.

As the spooling-on gear for the reels is positioned on top of the frame, there is no need to run the rope across the deck once heaving has taken place.

Everything is wheelhouse controlled. The system is driven by two Sundstrand variable delivery pumps able to give a pull of three tons to each barrel. Barrel speed is controlled by two Morse controls giving a range 0-200 rpm and 0-70 coiler turns.

Each head is independent and fully reversible. One feature of the system is that it enables fishing to be done without the need for surging. In the *Esme*, it is now only necessary to slow down the appropriate barrel until the ropes are levelled. Speed is then stepped up to that of the other barrel.

The facility to reverse the original drums on *Bekima*, has been designed in conjunction with Skipper Howard.

The new unit, as with the original drums on *Bekima*, has been designed in conjunction with Skipper Howard.

LOSSIE Hydraulics has fitted a three rope-reel system in the 50ft. *Diligence*, owned by Alex and George Lovie. Each of the three reels weighs only nine cwt and has a capacity for 12 coils of 2 1/2 in. rope. The boat has been fishing from Whitehills and Skipper George Lovie says the system has been working very well.

Below: Skipper Jimmy Howard aboard his boat with the Lossie gill net hauler (left) and the combination winch and seine rope storage unit (right).



**Decca ISIS 50**  
**keeps fishing boats**  
**working longer**

ISIS 50 is the latest machinery surveillance system to be developed by Decca. Simple to install and operate and highly reliable, ISIS 50 offers an alarm monitoring system suitable for all types of vessel to ensure early warning of machinery faults that otherwise could lead to expensive downtime. It is particularly suitable for small ship use in which only a limited number of channels requiring 'on/off' signals need to be monitored and can also be used as a sub-system to more sophisticated ISIS equipment adding still more to the cost effectiveness of Decca marine automation.

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- Malfunctions indicated by an audible alarm — with outputs for driving klaxons or flashing beacons. First-up alarm facility.
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- Supported by comprehensive Decca service.



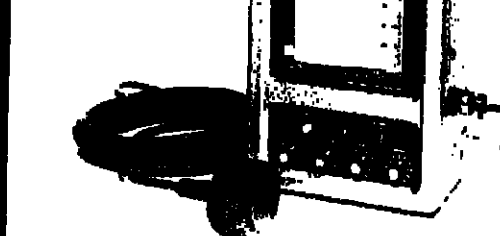
A typical installation of an ISIS alarm monitoring system in a fishing boat.



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97 years constant service to fishermen and their families

## THE ML 22



DIMENSIONS	
LWA	22' 0"
LWL	18' 3"
Beam	8' 7"
Draft	2' 6"

The ML 22 is a heavy duty  
moulding designed and built by  
professionals for the professional.  
The moulding is built under  
controlled conditions with using  
approved materials.  
The Small Boat Co., Weymouth,  
have developed the Weymaster  
fishing/lifting launch, based  
on Milton Laminates M.L.22  
heavy duty mouldings.

Built by the Small Boat Co.,  
Weymouth

**MILTON LAMINATES LTD**

## Liferaft release system

"A YEAR OR TWO  
ago we heard that a  
device for releasing  
liferafts automatically  
was being tested  
aboard *Miranda*."

"Do you know anything  
about it, whether it proved  
satisfactory and whether it is  
being produced for use in  
commercial vessels?"

The device tested for three  
years in the distant water  
support vessel *Miranda* was  
designed to form part of the  
tackle used to secure liferafts  
in their stowage positions; it  
was fitted between a sen-  
house slip and a shackle  
secured to a deck plate.

Should a vessel sink, ac-  
tuated by water pressure and  
release liferafts in GRP con-  
tainers at a pre-set depth.  
The containers and rafts then  
rise to the surface, the latter  
being automatically inflated  
as they do so.

Weak links in the devices  
ensure that containers cannot  
be dragged down by sinking  
vessels.

I suppose the tests made in  
*Miranda* were not to find out  
whether the device would  
work, but whether it would be  
satisfactory after prolonged  
exposure in all weathers.

In the event it must have  
done so. For, on conclusion of  
the trials, the Department of  
Trade and Industry issued a  
Certificate of Inspection and  
Test stating that it complied  
with certain requirements  
decreed by the International  
Convention for the Safety of  
Life at Sea in 1974.

The device is known as the  
Hydrostatic Release Unit  
Mk.5F and is being produced  
by Berwyn Engineering Ltd.  
at Chippenham, Wiltshire,  
for Beaufort Air-Sea Equip-  
ment Ltd., Beaufort Road,  
Birkenhead, Merseyside.

It is already in use in many  
warships and merchant  
vessels, and it is likely that it  
will become compulsory to in-  
corporate it in the liferaft  
securing tackle of most  
British-registered vessels  
from July 1979 onwards.

## Big drums for bait

"WE NEED 20 plastic bait  
barrels each capable of  
holding 60 litres or more  
of bait/salt. Do you know  
where we can get them?"

"We should also like to  
know where we can get card-  
board/polystyrene 'one-way'  
fish boxes with lids, as we  
have to consign fish by ferry  
to the mainland when catches  
are too large for our limited  
local market."

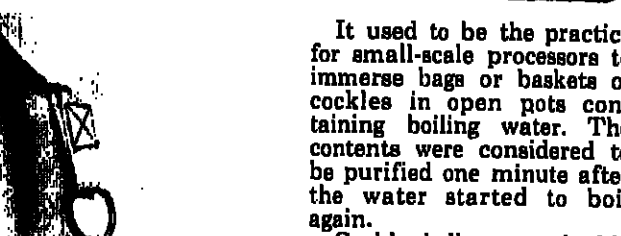
You can get 60-litre plastic  
bait barrels from the Drum  
Division of Bowater In-  
dustrial Packaging Ltd.,  
Daleys, Stockport, Cheshire.

The division makes a range  
of 60, 80, 120 and 210-litre  
blue, barrel-shaped drums  
moulded from high density  
polythene. They are known as  
the International Range.

All drums in the range have  
large diameter open tops  
which can be sealed by World  
Star lids which have a lever-  
action locking band to ensure  
that sealing can be carried  
out speedily.

The drums are primarily

## John Burgess' Log



It used to be the practice  
for small-scale processors to  
immerse bags or baskets of  
cockles in open pots con-  
taining boiling water. The  
contents were considered to  
be purified one minute after  
the water started to boil  
again.

Cockle shells are a valuable  
by-product in some fisheries.  
They are ground up to make  
grit for poultry and can add  
as much as 10 per cent to the  
value of the catch.

Food and Drugs Acts  
stipulate that premises in  
which cockles are processed,  
the method of processing and  
the final product must be ap-  
proved by your local Health  
Authority.

I suppose that final  
proved by the local Health  
You would be free to sell the  
shells to any buyer you could  
find.

## Mid-water seine net

"DO YOU know of any  
kind of net which can be  
worked like a seine net  
for catching pelagic in-  
stead of demersal fish?"

The only type of net that I  
know of which can be used in  
this way is the lampara net. It  
is a sort of hybrid between a  
ring net and a purse seine,  
shaped like a dustpan with  
wings on either side.

It was evolved originally in  
the Mediterranean for  
catching sardines with the aid  
of lamps by night and its  
name is said to derive from  
the Italian word 'lampe'.

Developments of it are now  
in use all over the world both  
for catching edible fish, such  
as sardines and mackerel, and  
live bait for tuna fishing.

The bunt of a lampara net,  
which may be up to 200  
metres long by 20 metres  
deep in the middle, is made of  
very small mesh, and the  
wings of large mesh, netting.  
The dustpan shape is achiev-  
ed by making the weighted  
footline considerably shorter  
than the floatline.

A lampara net can be  
worked by one boat or two. If  
by a single boat, one wing is  
anchored or secured to a buoy  
and the net is run round a  
shoal of fish. When the circle  
is complete, both wings are  
hauled together.

If it is worked by two boats,  
the end of one wing is retain-  
ed in one boat while the other  
anchors or drifts while the net  
is run around a shoal by the  
other. In this case, each boat  
hails a wing of the net on  
completion of the circle.

Nets of this kind are usual-  
ly worked by night, powerful  
surface or underwater lights  
being used to attract and keep  
shoals in the vicinity of the  
boat or boats. They are work-  
ed, of course, over rough as  
well as smooth bottom.

## Gallows blocks

"WE ARE fitting out  
we bought for trial.  
Our local engineer  
made gallows for  
steel piping but  
make or supply  
blocks for them."

"Can you suggest a  
type of supply?"

Clark and Co. Ltd.  
Womersley Road, Great  
South Humberside, man-  
ufactures a range of about 10  
different types and sizes of  
gallows block, one of which  
which should suit you.

All of them incorpo-  
cast steel roller fittings  
either ball bearings, roller  
bearings or a plain  
bronze bush.

The company also  
deck bollards and the  
types of cast steel rollers  
might be of interest to  
you.

## 'Hansom cab' plea

GEORGE COULL, of  
Yollophill Drive, Kilmor,  
Aberdeen, wants to be  
a model of a hansom  
steam trawler - the  
Toronto (LO 198), Mc-  
(H 894) or Touchstone  
228).

He says that he has  
contacted all the na-  
tional museums to  
tain plans of one of the  
vessels but has not had  
any luck.

He would be grateful  
any reader who can be  
and is prepared to re-  
any expenses incurred.

## Best way to earth

"I HAVE bought a 32  
GRP boat and am going  
to install a radio tele-  
phone in her. Will it be  
necessary to fit an ear-  
set via the engine and  
propeller shaft?"

Earthing via engine and  
propeller shaft may not be  
fully efficient and could  
cause radio interference.

A low resistance earthing  
essential part of a satisfactory  
installation and your best  
way to achieve one is to fit  
copper earth plate, or  
Dynaplate, below the  
waterline.

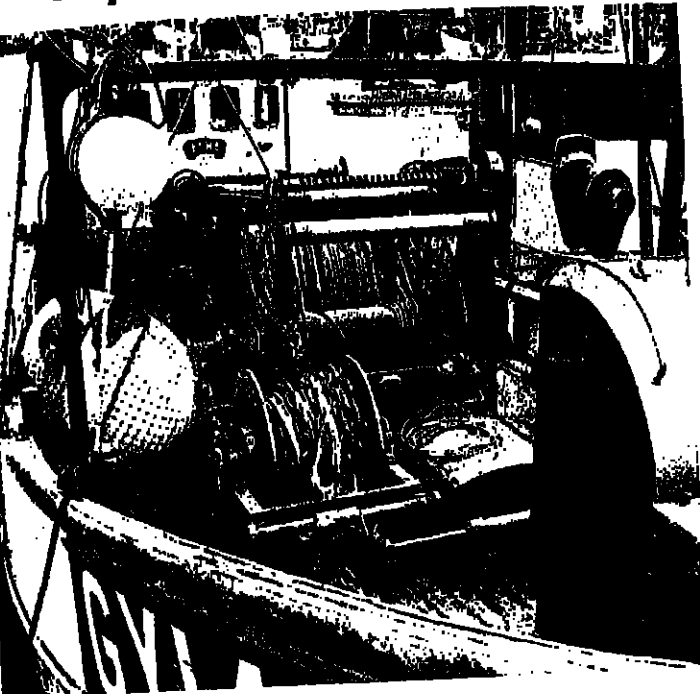
The larger a copper plate  
is, the lower the electrical  
resistance. For best results  
you would need to fit one with  
a minimum area of 4 sq. ft.

You might consider it  
easier and simpler to fit a  
Dynaplate, measuring only  
few square inches, which  
would be equally efficient. If  
so, you could get one from  
Coastal Radio Ltd., Weymouth,  
Chelmsford, Essex.

## ANY QUESTIONS?

IF YOU have any questions  
about boats, boats, boats or  
methods, John Burgess  
always prepared to answer  
them. He will be happy to  
answer them if they are  
with a stamped address and  
envelope for reply.

## Whether your vessel is "LARGE" or "SMALL" you can benefit from the very latest developments by the **LOSSIE HYDRAULIC CO. LTD.**



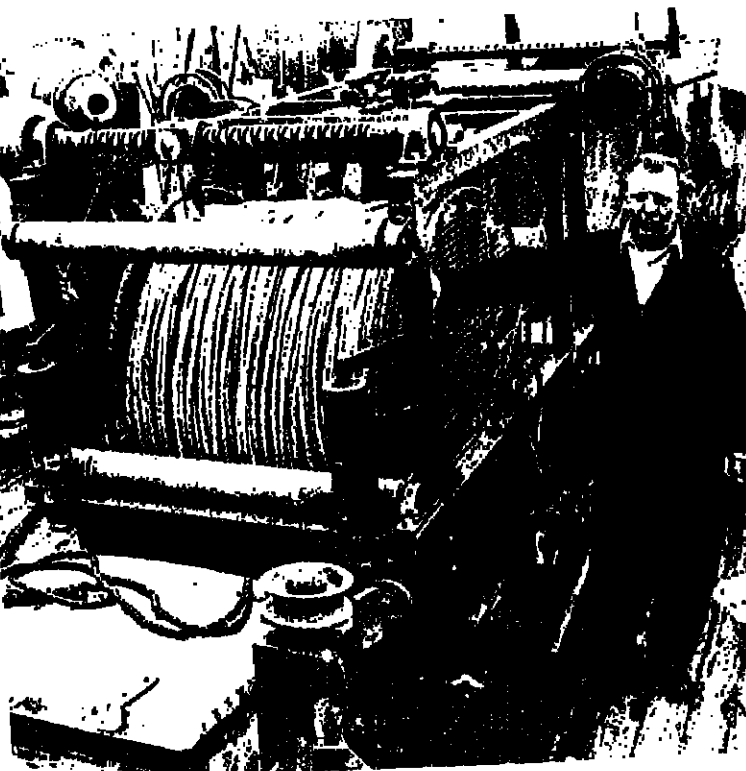
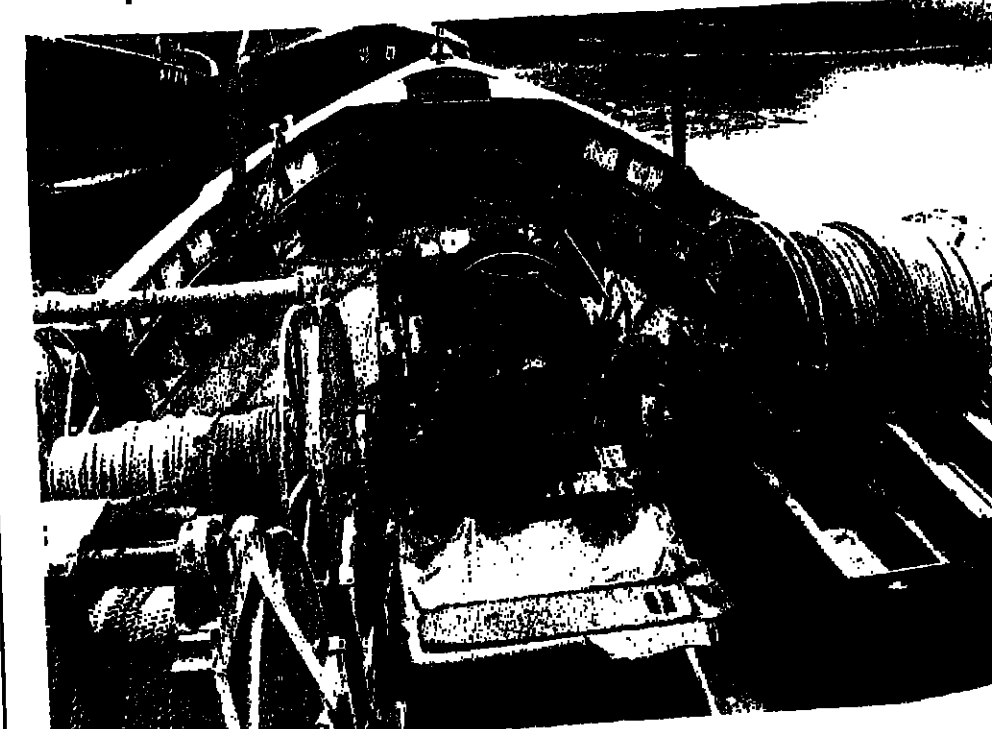
Combination seine rope storage reels and winch,  
fitted to the anchor-seiner 'ESME'.

She is also supplied with Lossie gill net hauler which  
has speed control and 1½ tons pull, hydraulic anchor  
winch with spooling gear and power block.

Low working  
pressure

Low HP  
requirement

- ★ 3 ton pull from each barrel.
- ★ Infinite speed range 0-200 r.p.m.  
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- ★ Rope wearing deck leads eliminated.
- ★ Independent and fully reversible heads.
- ★ Improved safety — keeps decks clear of ropes.



## Triple rope reel system for Skipper George Lovie's 'DILIGENCE'

We can supply rope reel systems for  
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- ★ Lightweight units, only 9 cwt.
- ★ Large capacity, 12 coils of 2½" rope  
on each drum.

★ Our company policy is to con-  
tinuously develop and improve  
our equipment.

Your suggestions are welcome.

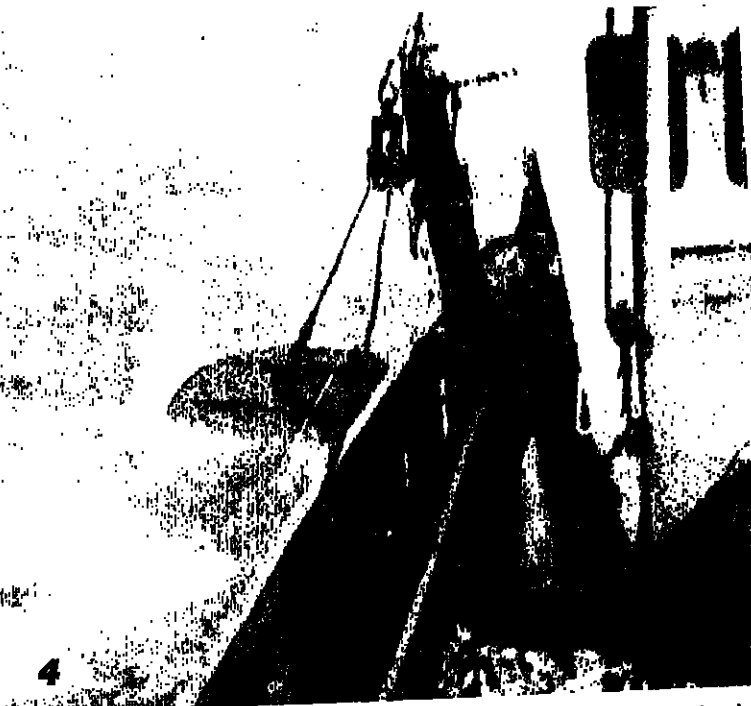
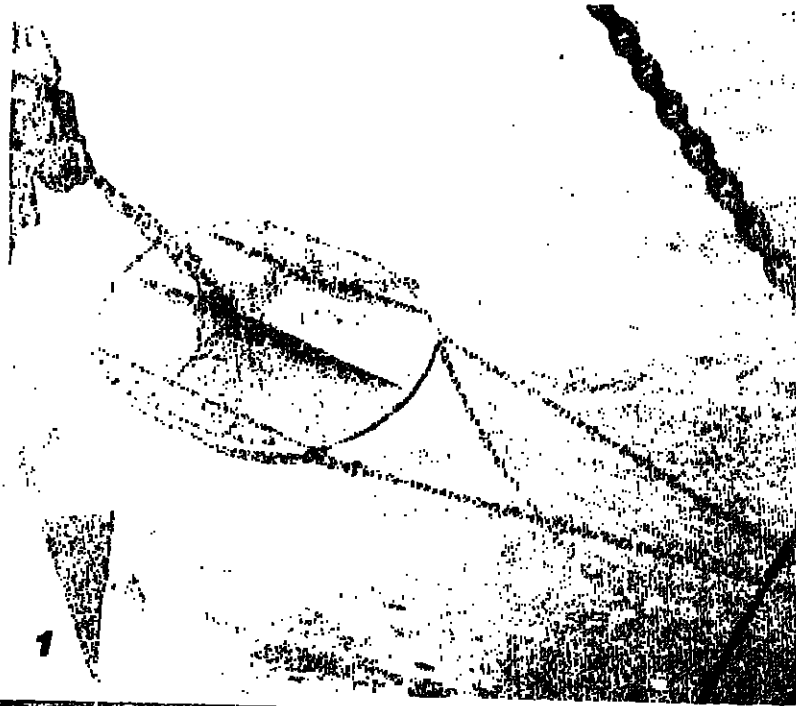
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## SKIPPERS TELL WHAT WENT WRIG WHEN RIGGING FRENCH TRAWL DOORS

**POLYVALENT** trawl doors are in use all over the world but, whenever they were tried by British inshore boats, the results had been discouraging.

The importers, Edwin Ashworth Marine Ltd. of Retford, Nottinghamshire, puts this lack of success down to the first boards bought around seven years ago being too large for the trawls used.

The firm took on the agency for the doors five years ago, as it was dealing with the deep-sea fishing industry, it was the large trawlers which used them first.

They are made by Ets. Morgere of Saint Malo, France, which has been supplying fishing gear for 76 years, and Ashworth is selling them in conjunction with its trawl protection hides.

Soon after the doors were introduced it became obvious that, because of the efficiency of the door, a surface area of 80 per cent compared to that of a conventional flat door would do the same job.

When doors of equal surface area were used on every occasion (at the same towing speed) the doors overspread the gear and pulled the headline down.

The doors are very strong.

**BRITISH INSHORE** skippers have not been attracted to the French Polyvalent trawl doors because they had proved difficult to work. So the importers, Edwin Ashworth Marine Ltd., joined with a Bridlington skipper to find the best way of rigging the smaller doors. This article by the firm gives details of the results.

being constructed from steel. Very little maintenance is required as the doors have no brackets or bolts and there are now doors in use coming up to four years old. The only replacements necessary are

the shoes, which in board sizes 6 to 14 come in three sections. Due to the decline in the deep-sea fishing, Ets. Morgere has found small door production increasing rapidly.

Main Polyvalent door sizes used in the UK			
Dimensions	Weight per door	Surface area	
No.6 size 8ft. 6in. x 6ft. 0in.	860 kgs	36.8 sq. ft.	
No.7 size 9ft. 0in. x 6ft. 0in.	760 kgs	36.8 sq. ft.	
No.8 size 9ft. 6in. x 6ft. 3in.	1000 kgs	42.7 sq. ft.	
No.9 size 10ft. 3in. x 6ft. 0in.	1280/1400 kgs	51.8 sq. ft.	

Ashworth knew from selling a pair used in Scotland five years ago that the small doors were difficult to work and the same remarks were heard in other countries. The small Polyvalent trawl doors did not operate as well as the

Skipper Colin Newby of Karianda from Bridlington was willing to try a pair of doors and, since then, he has been supplying a host of information on the correct methods of using them. Also, the reasons why others had gone wrong.

To arrive at the correct size of door for Karianda, Ashworth knew from past experience of the 80 per cent ratio to flat doors and, as Vee-doors are not quite so ef-

ficient as flat doors, opted for a 75 per cent ratio.

This worked out at the No.4 Polyvalent door and, when these doors were alongside the existing 7ft. 6in. Vee-doors, they appeared quite small.

Skipper Newby soon found that the doors produced the same results as his Vee-doors, but required 10 per cent less revs while towing. The doors needed shooting like flat doors and better results were obtained when using a minimum of 10ft. backstrops. Anything less than this, or a Y-rig, produced a see-sawing effect.

He also found that it was necessary to put two extra shackles in the bottom backstrap to stop the door digging in.

This has since been confirmed, when the doors were tested by instruments for spread, that the two extra shackles not only helped in making the shooting of the doors easier, but also provided 5 per cent extra spread.

Several pairs of doors were then used by Scottish, Orkney and Shetland trawlers, but problems were encountered due to insufficient information being given as to the difference between handling and shooting Polyvalent doors compared to Vee-doors.

With the help of Skipper Newby, Ashworth was eventually able to sort out most of the difficulties. The first major problem was shooting the doors. Any skipper who has used flat doors has no problems, but those who have only used Vee-doors shoot the gear slack; because of the shape of the Vee-doors, they sink through the water outwards, therefore always keeping apart.

As soon as the camber of the door is opposite to the Vee-door, like the Polyvalent door or even a flat door, then the door will sink inwards and the two doors will come together and cross.

As the brakes are applied and tension comes on to the warps, then the doors fly apart — by then often resulting in foul gear. Therefore, it is essential to keep tension on the warps all the time and to not change course while shooting (see figure one).

Ashworth recommended the greatest angle of attack after the doors are dropped the boat be allowed to build up to full speed at half towing revs, pay away to the original towing revs, slacken the doors away slowly to towing revs. This is not so critical as the amount of power saved by using the same revs warp length as the previous used Vee-door, while the Polyvalent doors require less warp or cutting the revs soon as either of the remedies were applied, doors went on to the bottom.

From experience it is known that the equivalent Polyvalent door will not dig in at a 15 degree angle of attack, with the doors in the correct position, is very five to ten per cent less power to tow. This depends on the weight of the previous Vee-doors.

If they were very light then the Polyvalent door is slightly heavier and the saving will be 5 per cent. In the case of heavy Vee-doors the saving is about 10 per cent.

Whether or not this is because of being used in lower water is not certain, but two extra shackles in the bottom backstrap certainly make a tremendous difference and put the wear back to the original position.

It is deceiving when trawling on sandy ground, because when the door is turned up sand blasts in extremely difficult to see the back of the door — the problem of the doors sinking in to the bottom with the normal amount of revs is usually encountered when the most forward backstrap position is used.

To know if you are trawling on sandy ground, because ing at one-quarter-knot the boat is going through the water slightly faster and the outback in revs will bring the boat back to the original position.

Therefore, if the power output is used, the boat is going through the water slightly faster and the outback in revs will bring the boat back to the original position.

Therefore, if the power output is used, the boat is going through the water slightly faster and the outback in revs will bring the boat back to the original position.

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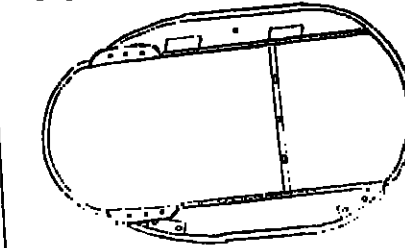


Skipper Colin Newby (centre) gets the trawl in the water for another tow using the French Polyvalent trawl doors.

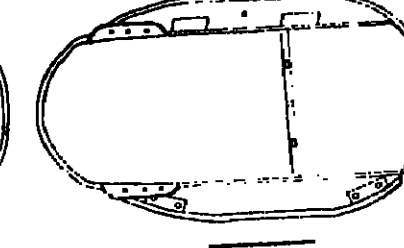
Top row: Shooting the doors aboard Karianda. 1. Fore door, trawl pulling well aft. 2. Aft door, ship building up to full speed at half towing revs. 3/4. Fore and aft doors away. After short marks increasing to full towing revs, keeping tension on warps all the time. If doors start to come together, check until properly spreading.

Two extra shackles in bottom backstrap. Backstrops in aft position for less angle of attack, least spread and most headline height.

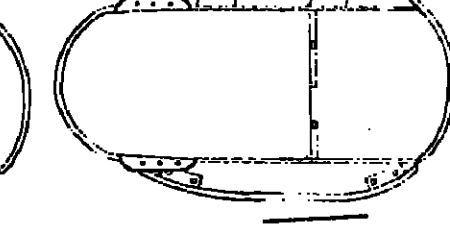
### FORE AND AFT TRIM



**Correct:**  
To obtain this position, it is often necessary to put in two extra shackles in bottom backstrap.

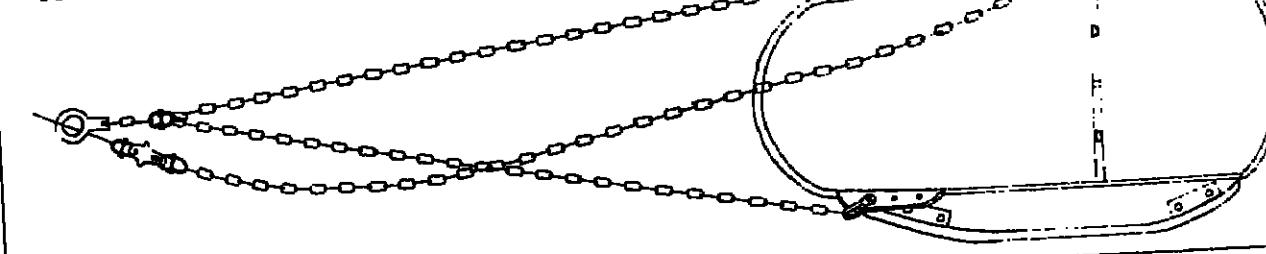


**Acceptable:**  
Door will occasionally dig in. To correct, lengthen bottom backstrap or shorten top backstrap.

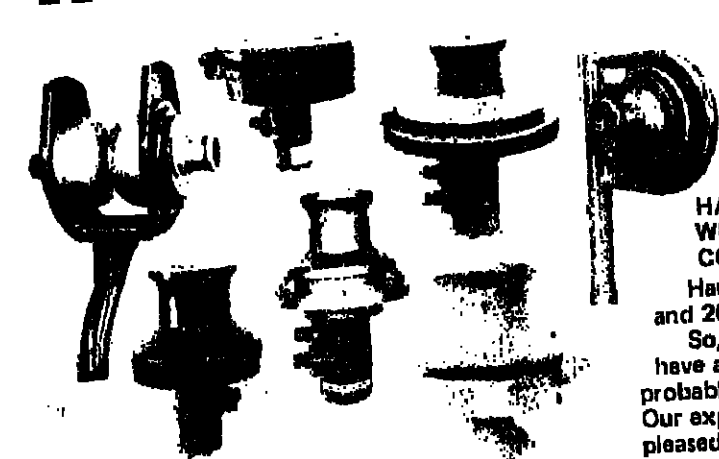


**Wrong:**  
Doors will dig in and give very poor spreading force. To correct, considerably lengthen bottom backstrap or shorten top backstrap.

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Trawl seen from the front.

Figure one. If the warps are paid away without any tension, then flat, oval and Polyvalent doors will descend inwards (see figure one). Because of the shape of Vee-doors, they will descend outwards (see figure one).

No. 1 WRONG: SHOOTING SLACK

No. 2 CORRECT: KEEPING TENSION ON WARPS

No. 3 VEE-DOORS SHOOTING SLACK

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largest home-built  
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fishing in the Irish Sea  
under Skipper John  
Doyle of Kilkeel after  
her completion at the  
Mevagh Boatyard.

The 82-footer has a cooled  
hold and was built for  
Skipper George Doherty of  
Ardara by the yard at Dow-  
ning, Co. Donegal. The boat  
will be the largest of her type  
in Ireland until the State  
BIM yards complete two 86-  
footers.

The owner has named the  
boat *Luda Naofa* (St Jude)  
and she has been based at  
Howth for the herring fishing.

Designed at the yard, *Luda  
Naofa* has a registered length  
of 78.3ft., beam 23ft. 9in. and  
draft aft 13ft. Her construction  
is of 24in. large planking  
on oak frames.

## Saving

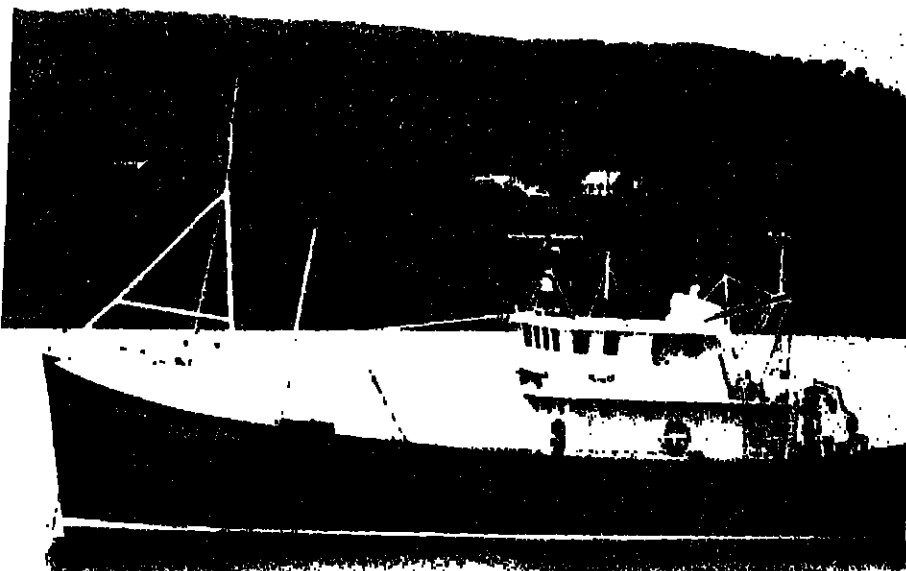
As is usual practice at  
the Mevagh yard, the  
superstructure — whale-  
back, wheelhouse/deckhouse  
hatches and ladders — are  
made of aluminium. Yard  
boss, Frank Carr, says the  
cost is little more when weighed  
up against the savings in  
maintenance. Also of  
aluminium are her fish hold  
aluminiums and pond boards.  
The hold cooling system is by  
Promac.

Mevagh fitted the slow-  
speed Grenaa 8P24TK diesel  
of 680hp at 500 rpm to the  
boat which has V/F sterngear  
and a propeller nozzle as a  
single package. The twin elec-  
trically operated engine con-  
trols are mounted in the  
wheelhouse.

Her auxiliary diesel is a  
Lister of 80hp which drives a  
compressor, bilge pump, two  
generators and cargo hoist  
pumps. Her steering gear is  
power-assisted hydraulic by  
Tanford.

The boat is fitted with  
three bilge pumping systems:  
one Desmi bilge and  
deckwash; one in GGG bilge  
and deckwash; and three in-  
side-discharge manual Whale  
pumps.

The 82-footer's trawl winch  
is the hydraulic Jensen type  
80 model with a capacity for  
1,000 fathoms of 24in. warp  
on each drum. It is fitted with



Mevagh's 82-footer *Luda Naofa* has started herring fishing from Howth.

hydraulic guide-on gear  
which can be controlled from  
both the winch and bridge.  
The power block is by Loeise  
— the four-sheave model  
mounted on an Atlas crane —  
and the cargo winch is from  
the same firm.

*Luda Naofa* has dual wiring  
systems of 24 and 110 volts  
supplied by four Transmotor  
generators. She has a Francis  
electric anchor winch and  
Kempas central heating  
throughout.

A Frank Mohn gearbox  
power take-off driven from  
the front end of the Grenaa  
main engine has five outputs:  
clutch for the main winch  
block/guide-on gear; clutch  
for the Desmi bilge pump;  
one for the 110 V alternator  
and another for the 24 V  
alternator.

The pneumatically-oper-  
ated clutches are on their out-  
put shafts and there is 24 V  
dc remote control from the

engine room and wheelhouse.  
The 82-footer relies on Ger-  
man Atlas fish finders, being  
fitted with the LAZ 71 echo  
sounder, LAZ 100 echo  
sounder, DSG3 bottom lock;  
Mittellodor sonar; LAZ 61  
Fishloop; and NSHE net  
sounder with LAZ 71  
sounder.

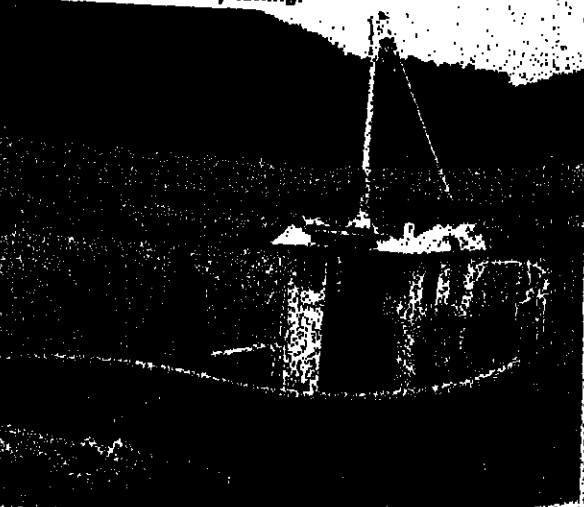
Other electronic aids  
aboard *Luda Naofa* include:  
'Sailor' 400 W SSB radio  
telephone; 'Sailor' RT144  
VHF; Decca Clearscan  
RM16C radar with 60-mile  
range and video processor  
two; Ben speed log; Decca  
autopilot; and UME intercom  
system with three external  
and three internal speakers.

## Achievement

Completing an 82-footer is  
a real achievement for this  
private yard which has a re-  
cord string to its bow. Wood  
is the main production — a 60  
and 66-footer are now being  
built — but Frank Carr sees a  
future for ferro-cement.  
Recently the yard has built  
five and completions include  
a 21-footer, a 30-footer and a  
34-footer. The yard started in  
ferro-cement by building kits  
from MacAlister-Carvell.  
With the run-down of this  
firm, the yard is now working  
on its own.

*Restless Wave* is the 34-  
footer in ferro-cement and  
she has a beam of 13.5ft. and  
draft 5.25ft. Her owner is  
Brandon Ryan of Passage  
East, Co. Waterford, who has  
two more 38-footers in fer-  
ro-cement operating the boat on  
cement soon.

Latest ferro-cement boat from Mevagh — the 30ft. long *Fishers Friend* — has been crayfishing.



*Ocean Herald II* (right) is a sister-ship to *Rhodella*, also built by Jones Buckle Shipyard. Above: Simrad EQ sounder (centre) in *Ocean Herald II*'s wheelhouse.

# 74-FOOTER BUILT IN ONE YEAR

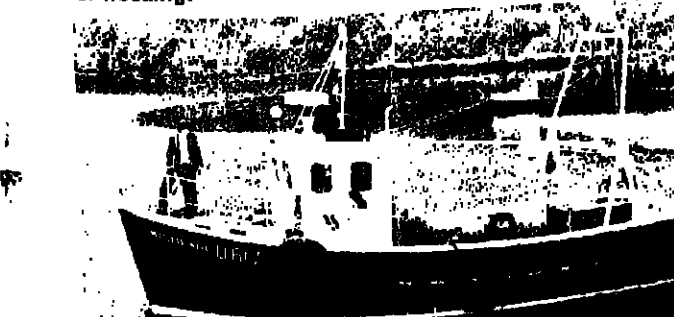
*OCEAN HERALD II*, a wooden 74-footer for Skipper Rob-  
bie Patient, has started fishing just one year after being  
ordered.

Jones Buckle Shipyard built the boat which is similar to  
Eric Smith's *Rhodella* (the yard's previous boat). She has  
a 21ft. 6in. beam and is just under 60 tons registered.

Power is from a Kelvin TBSC8 600hp main engine driv-  
ing a fixed-pitch, four-blade propeller and *Ocean Herald II*  
is a shelled 10½ knots on trials. On deck there is a  
Sutherland hydraulic combined seine-trawl winch, a pair  
of Loeise Hydraulics rope reels, a 24in. Rapp power block  
on a Hlab crane, plus Rapp Hydraulics landing winch.  
Controls for the winch and reels are fitted in the  
wheelhouse.

The wheelhouse is slightly larger than that of *Rhodella*  
and is fitted with a Simrad EQ38 echo sounder display,  
Furuno FR524 radar, two Decca Mk. 21 Navigators, type  
350T automatic plotter, 'Sailor' 400 watt SSB/DSB radio  
and 'Sailor' RT144 VHF radio. Tanford steering gear is  
fitted in conjunction with Robertson AP 6 automatic  
steering gear.

Cooling equipment supplied by Currie & Thomson Ltd.  
of Aberdeen maintains the fish hold within a few degrees  
of freezing.



The ferro-cement 34-footer *Restless Wave* (above) from the Mevagh yard in Ireland has a Spencer-Carter trawl winch and Loeise net hauler (below).



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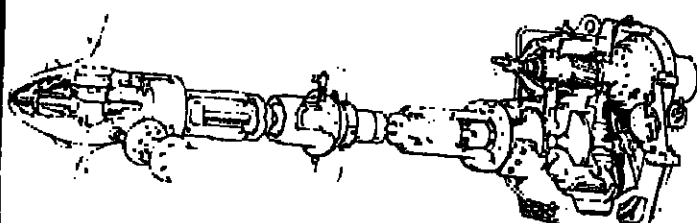
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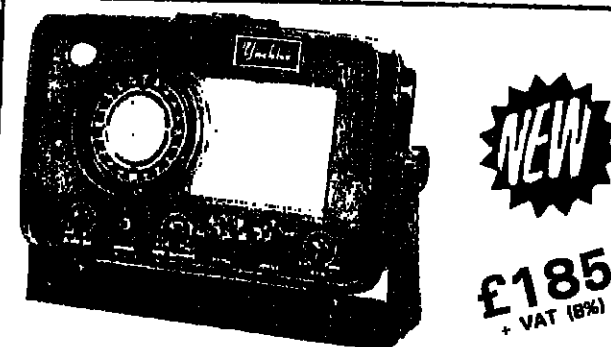
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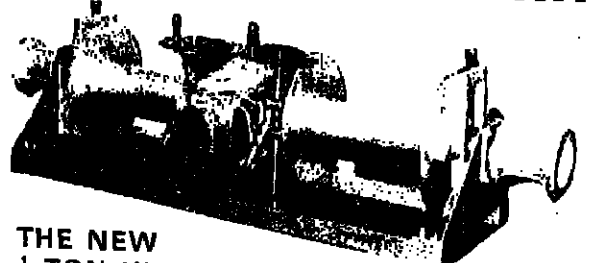


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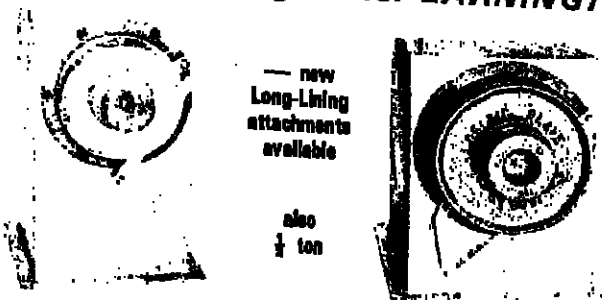
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**SOUTHERN NETS** of Rye are opening new premises for the production of trawls, which will include the new 400 series wing trawls for round fish.

The WFA flume tank in Hull has been used by the company for one-fifth scale model tests of the ten-fathom wing trawl. The tests indicate the best possible combination of bridle length, otter board size, float arrangement and weight and type of ground-rope rig.

### Design

"The flume tank facilities are particularly useful for the fine tailoring required of any new trawl design," says Southern Nets. "Experiments are also being carried out on different types of flappers and funnels."

Another trawl being tested is the

## Flume tank helps with net design

600 series Inca. This is a high-lift combination trawl for round and flat fish. It is claimed to have proved popular for catching cod, bass, whiting, cuttle fish and squid.

As with the Southern Nets wing trawls, Inca trawls are available in sizes up to and including 16 fathoms on the groundrope and are supplied with all rigging details.

The company says its 200 series of flatfish trawls "continues to be a best-seller." The range has now been increased to 16 fathoms. Trawls are usually supplied "off

the shelf" but they can be custom-made to individual requirements. Many special designs are already in use in various countries.

Southern Nets also makes beam trawls. These have light or heavy grade synthetic fibre webbing and beam sizes ranging from 6, 8, 10, 12 to 14ft. Heavy-duty shrimp cod-ends are supplied as an extra.

The company has perfected its trawls with the help of Grimsby College of Technology's fishing gear consultant, C. C. Radcliffe, from designs by managing director C. E. Holland.

### Range

To meet increasing demands through the swing to inshore fishing and trammel net fish, Southern Nets supplies a full range of materials necessary for making nets for these methods.

Gill nets from monofilament or nylon are also available in many different sizes. They are supplied fully rigged or in sheet form with all accessories for rigging available.

## RIGGING FRENCH TRAWL DOORS

From page 13

backstop positions. On some deep-sea doors there are two warp attachment points for bottom trawling; on the inshore doors there is only one, but three backstop positions. When using the correct size door these positions, coupled with towing speed, will make a difference to the opening of the trawl.

Using the aft position gives the least angle of attack, least spread and most headline height. The most forward position will give the greatest angle of attack and greater spread, spreading the trawl out and bringing the headline down.

Trials were conducted changing the backstop positions for flat fish and the results were phenomenal. So much so that if the results were printed, most people would not believe that one simple alteration could make such a difference to catch performance. Towing faster will also spread the doors out, unless they are restricted for some reason.

The angle of attack of the doors is between 30/35 degrees, which can be seen as

shackles to get the nose down. In fact, it is in the correct position.

As soon as the wear on the shoes moves forward, the spreading performance of the doors falls off considerably.

Inward - outward heel. On Karianda the doors have very slight outward heel and, when it was tried to correct this to slight inward heel to see what effect this would have, it was found that the shoes wore away much faster.

From this it was presumed that, with slight inward heel (which all deep-sea doors have), the doors are harder on the bottom than with outward heel. To obtain the inward heel, five fathoms of chain was used on the last section of warp.

Again heel varies at different depth and warp settings, but if you can adjust the heel to the extent of hardness you require the doors on the bottom or skimming the bottom, it could be useful. The angle of heel shows up, quite clearly as the shoe wears.

Angle of attack —

Sizes of small Polyvalent doors

Mini sizes	Dimensions	Surface Area	Weight per door
Size C	3ft. 3in. x 2ft. 2in.	sq. ft. 5.76	kg. 189
B	3ft. 11in. x 2ft. 8in.	8.10	120
A	4ft. 7in. x 2ft. 10in.	10.80	140

Sizes 1-5

Size	Dimensions	Surface Area	Weight per door
1	8ft. 3in. x 3ft. 2in.	sq. ft. 13.80	kg. 180
2	8ft. 9in. x 3ft. 6in.	16.80	210
3	8ft. 3in. x 3ft. 7in.	19.00	250
3.5	8ft. 9in. x 3ft. 11in.	22.35	300
4	7ft. 3in. x 4ft. 1in.	26.23	350
5	7ft. 11in. x 4ft. 7in.	30.98	400

Approximate Equivalent Vee-door size

sq. ft.	kg.	lb.	D
13.90	180	382	5
16.80	210	462	6
18.00	250	550	6
22.38	300	660	7
26.23	350	770	7

score marks on the bottom of the shoes.

The disadvantage of the Polyvalent doors is that skippers accustomed only to using Vee-doors have to learn the technique of shooting. The doors are also slightly more expensive than conventional doors.

On the plus side, the door is efficient and, because of its shape, does not rely on the same extent on ground shear, as other doors, for the spreading force. The door is extremely strong, well built and requires little maintenance. Manoeuvring is easy with the doors and, after turning quickly the doors are very soon back to the correct spread position.

There is a power saving of between five and 10 per cent. Spare shoes are available for each size, complete with bolts for assembly, and the job of changing the shoes can be carried out on deck without taking the doors ashore. Simple alterations make the opening of the trawl perform exactly as required.

The doors and spare shoes are delivered to Ashworth in 20-ton consignments and the

inshore doors are sent out complete with bow shackle. If required, the doors can be supplied ready-rigged with Trawl Midlink chain and fittings.

With each pair of doors a pamphlet is sent to the skipper stating guidelines for using the doors to the best advantage.

Some of the large Polyvalent trawl doors are used for Pelagic Fishing and the next experiment is to try the small doors on this. An additional warp attachment point welding above the existing attachment point is required.

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**SEPTEMBER** is traditionally the start of the oyster season in England and supplies of this succulent mollusc are appearing in London restaurants and in fishmongers shops.

A new leaflet on oysters produced by the Ministry of Agriculture, Fisheries and Food (MAFF) and the White Fish Authority (WFA) puts forward guidelines to ensure that oysters are always good quality when consumed. I quote from the leaflet which is well worth reading:

### Oysters in the shell

1. In order to keep oysters alive it is important not to let them dry out. Therefore, cover the oysters with a damp cloth, but not one that is wringing wet. Store with the deeper cup shell downwards in order to retain the oyster liquor.

2. Oysters should be kept cool and not subjected to extremes of temperature, such as freezing. They can be kept alive and fresh for a few days in a domestic refrigerator operating at 5-8°C (40-45°F), but should not be taken in and out of the refrigerator.

3. Always handle oysters carefully, making sure that the shell edge is not knocked or chipped as this could result in the death of the oyster.

4. Remove any growth or dirt adhering to the outside of the shells.

5. When storing in a purification plant make sure that the oysters are not kept there for more than five days at a time and, where possible, this period should be reduced to two days particularly when the temperature is high and if artificial sea water is being used.

6. Check every day and discard any oysters where the shell is either wide open, gaping, or sounds hollow when tapped, as this indicates that the oyster is dead or dying.

7. Regulate deliveries so that oysters are sold within three days of receipt.

### Oyster meats

1. Only open oysters that are alive and fresh — in other words where the shell is tightly closed.

2. Oyster meats should be used as soon as possible after shucking — certainly within 24 hours — and kept covered in a refrigerator in any intervening period.

3. If oyster meats are to be used for cooking, the following recommendations apply: a. dishes containing oyster meats should be consumed immediately after cooking or, if eaten cold, should be kept in a refrigerator and consumed within 24 hours. Do not reheat.

b. cold dishes containing uncooked meats should be eaten within 24 hours and kept in a refrigerator in the meantime.

These guidelines refer to native, Pacific and Portuguese oysters. The leaflet diagram how to open "shuck" oysters. Copies of the leaflet and further advice can be obtained from the following centres: Oyster meats and recipe ideas: White Fish Authority, Market Development Unit, 7 Ashley Road, Epsom, Surrey KT18 5AQ.

Storage of live oysters, purification systems: Ministry of Agriculture, Fisheries and Food, Fisheries Laboratory, Remembrance Avenue, Burnham-on-Crouch, Essex CM0 8HA.

Freezing and storage of oysters in the shell: Ministry of Agriculture, Fisheries and Food, Torry Research Sta-

## shell fish chat

tion, PO Box 31, 135 Abbey Road, Aberdeen AB9 8DG.

I'M A great supporter of any idea which helps to promote shellfish and the Galway Oyster Festival, centred around the little village of Clarinbridge, is an example of how a few dedicated people can achieve results.

This festival has been held every September for the last 24 years and includes parades, crowning the Oyster Pearl, a dance and an oyster opening championship.

Willy Moran, a local man, is now the Irish and world reigning oyster opening champion. He will defend his title against eight other nations including Sweden, the USA, Canada and the UK.

Willy Moran's feats as an oyster opener are legendary in Galway — and he is still only in his early twenties. He now holds the world record of

1 min. 3 sec. for opening and presenting 30 oysters. Some leaf!

While the skill of opening oysters is a sport for the chosen few — the eating of the mollusc with Guinness and brown bread is a delight in which thousands from all over the world come to Galway to participate.

ALTHOUGH at present crabs, lobsters and prawns are not reared under artificial conditions on a commercial basis anywhere in Europe, the position could change as a result of research under way in North Wales.

Scientists working at the Shellfish Culture Unit at Conwy, Gwynedd, have developed successful techniques for both prawn and lobster production. The question we must ask is whether intensive culture under controlled conditions will keep the fishmonger's slab well filled?

Work being undertaken on the lobster at Conwy is the first in Europe to include the full life cycle from egg to saleable size.

There is a good market for lobsters and, with the high demand from the Continent, the future for tank-reared lobsters could be tremendous. Overfishing and the threat of pollution continues to threaten the natural stocks around Europe and intensive culture could help to supply this demanding market. Like anything worthwhile there are problems — lobsters are slow growing and it takes at least 24 years for them to be reared from egg to the required commercial size. This involves considerable long-term capital investment.

As well as being slow growing, lobsters are pugnacious

and have cannibal tendencies. For this reason they have to be kept in separate containers which adds to the expense of the commercial installation. Food and heat required to fatten the lobsters add to the overall costs.

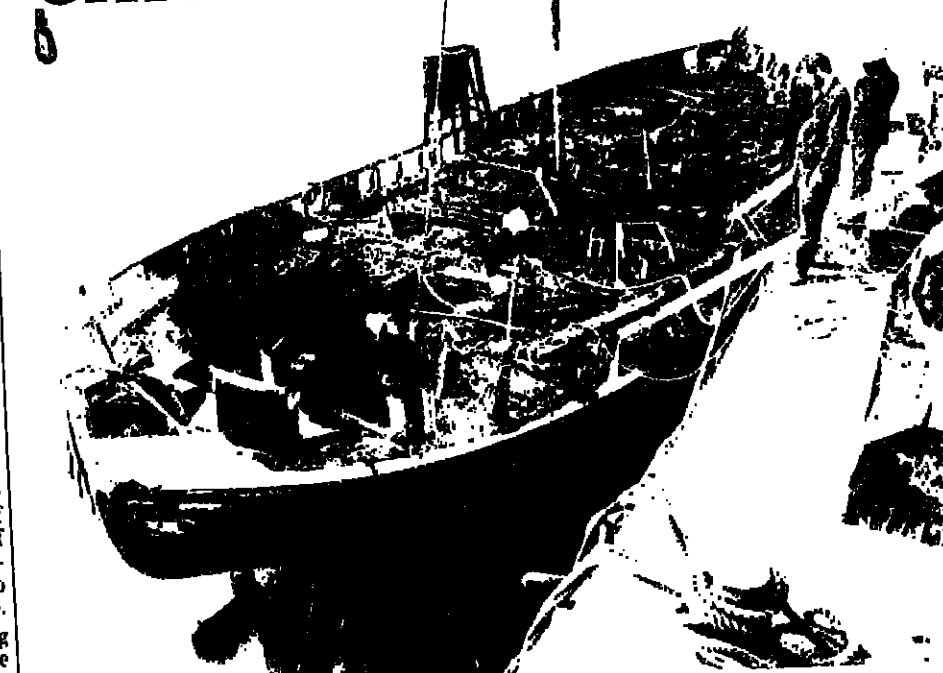
Mussels and shore-crabs are used to feed the lobsters, but this would not be ideal for large-scale culture. Tests with a mixture of fish meal and reclaimed haddock flesh, bound together with jelly, has given reasonable growth and could be used for intensive culture on a commercial scale.

But, in spite of the problems, it has been reported that preliminary costings done at Conwy indicate that commercial lobster culture could be quite profitable. The production of a faster growing strain of lobsters grown under an intensive system could help to make the system more viable.

This development is being sponsored by the Fishmonger's Co. of London and could result in lobsters being produced at a price the public will pay.

**TRAPPER**

## CHARRED REMAINS



The aftermath of a petrol explosion aboard ship. Only charred timbers remain of the 78ft. former fishing boat *Leaholme* which blew up at Queenborough Creek, Isle of Sheppey, on

Sunday last week, killing two men. Police suspect sabotage. *Leaholme* was nearing the end of a long refit to undergo survey work. Insurance will not fully pay for the damage.

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